

# VT-3

## JPPT / SOP "Skinny"

FIST / STUDENT SYLLABUS GOUGE



Updated 04 Oct 11

## ATF "General Comments"

The General Comments on the ATF is where you give the synopsis of the flight. A good guide to follow for structuring your General Comments is as follows:

### 1. Overall Assessment:

**FIRST LINE SHALL BE THE STATED REASON FOR INCOMPLETE, WARM-UP FLIGHT, UNSAT, MARGINAL OR AIRSICK**

### 2. Flight Profile

### 3. Recommendations (As Req'd):

### 4. Required Write-ups:

- **Flight time is greater (or less) than .3** from the JPPT Hours/X must have a reason (not for extra training). See chart below:

| Block       | Hrs/X Range | Block       | Hrs/X Range |
|-------------|-------------|-------------|-------------|
| C41XX       | 1.2-1.8     | I41XX/I42XX | 1.3-1.9     |
| C42XX/C4390 | 1.4-2.0     | I43XX/I4490 | 1.4-2.0     |
| C4401       | 1.2-1.8     | N4101/N4201 | 1.4-2.0     |
| C45XX/C4690 | 1.4-2.0     | F41XX/F42XX | 1.3-1.9     |
| C4701       | 1.2-1.8     | F4301       | 1.3-1.9     |
|             | 1.2-1.8     | L41XX       | 1.3-1.9     |
|             |             | F43/44/45XX | 1.2-1.8     |

- **Incomplete, Marginal or Unsat flights** must have a reason. NOTE: An end of block flight can't be **MARGINAL**.
- **ALL SAFE FOR SOLO FLIGHTS:** IPs must check boxes on grade sheets that state "SAFE FOR SOLO" or "UNSAFE FOR SOLO" AND put in the general comments. If unsafe, then you must put a reason. Note: **Stud cannot get airsick the sortie prior**

to any Solo, otherwise the flight must be graded “Unsafe for Solo and flight is UNSAT.

## ATF “General Comments” (Continued)

- **##84 (adaptation) flights** - must have a reason, i.e. “ADAPTATION flight for airsickness”
- **##86 (warm-up) flights** - must have a reason, i.e. “Mandatory Warm-up for more than 13 days out of cockpit” See WARM-UP section
- **Warmup flights needed to be coded correctly.** If the flight is warming up for a solo flight, then the warmup is coded as the previous dual hop. If the hop is a warmup for a dual flight, then the flight will be coded for the previous completed hop.
- Contact ATFs **MUST** document OLF Winds and Trends on each flap setting pattern/landings
- **AIRSICKNESS**
  - ALWAYS, ALWAYS, ALWAYS (regardless of event) annotate “(Actively or Passively) AIRSICK,” in the General Comments of the ATF. **Mark the Airsick Box on top of Details Tab for TIMS tracking.**
  - If the student is airsick on any flight after C4101, then you need to do the following:
    - Refer the student to STUCON and to flight surgeon.
    - Fill out an Airsickness Notification Form (on FDO desk). MAKE SURE to tell the student to bring this and the airsickness tracking form to the flight surgeon.

- Students need to understand when they are required to make an appointment with FLIGHT DOC when airsick and when to take meds when applicable.

## ATF “General Comments” (Continued)

- Students who become airsick **ARE NOT SAFE FOR SOLO** – Students who get airsick on contact checkrides are UNSAT – must do whole flight over again.
- Tell student he must track all flights on tracking form both in blue folder and ATJ. *Tracking continues for the rest of the syllabus!*

## STUDENT WARM-UPS

Warm-ups are pretty common, and must meet the MPTS rules for grading a flight complete (see below). The requirement is that 75% of flight hours are flown. Here are the most common rules to think about for warm-ups:

- **SOLOS:** Students must solo within 5 days of their “safe for solo” flight; otherwise they get a mandatory SAFE FOR SOLO check (warm-up)...essentially another checkride.
- **OPTIONAL:** Students who go 7-13 days in stage without flying go into the “optional” warm-up window. If the student gets a “marginal” or an “unsat” on the ride, then the optional warm-up is awarded by the IP. NOTE: In this instance, when doing the EFLIR you will have to get FDO to change the event to correct 86 event (last completed flight).
- **MANDATORY:** If the student goes 14 days without flying the a/c or the sim (in or out of stage), then a mandatory warm-up is awarded and the flight following the mandatory warm-up is an optional warm-up.

- **FLIGHT CODING:** If a student is awarded a warm-up (for whatever reason), it will be briefed, flown, and coded as the previous flight. If the last flight is solo, then the flight is briefed, flown, and coded as the solo flight (X86) but flown dual.

## INSTRUCTORS FIST GOUGE

### WARM-UP      REQUIRMENTS      /      CURRENCY      (Ref COMTRAWINGFIVEINST 3740.5N 25 Oct 10/TW-5 FIST)

- **21 DAYS:** IP-IP warm-up flight requires duration of .5 hours, performance of 4 touch and go landings, and 1 ELP. IP receiving warm-up shall fly from rear cockpit.
- **45 DAYS:** IP-IP warm-up flights require min duration of 1.0 hours, performance of 4 touch and go landings, an ELP, and Instrument Approach. The IP receiving the warm-up shall fly from the rear cockpit
- **90 DAYS OR MORE (Ref SQ SOP):** Written Exam and fly a STAN Flight in that Stage. NATOPS still must be renewed on a yearly basis.
- **AFORM/TACFORM (Ref SQ SOP):** At least one AFORM/TACFORM stage flight per 60 days.
  - Warmup flight with a current IP is required between 60 and 90 days
  - After 90 days IP must pass written exam and fly STAN flight
- **NCON:** IP-IP Warm-Up flight with NCON current IP. Flight requires duration of .5 hours, performance of 5 Touch and Go Landings, and 1 PPEL (shall occupy aft cockpit).

### SEMI-ANNUAL PROFICIENCY

- 5 Flight Hours
- TMR Code-----**1C1**=Contact or **1C2**=Instrument

## INSTRUCTORS FIST GOUGE (Continued)

### CHECKRIDES

- AFORM flown in conjunction with FORM
- INSTRUMENT/NATOPS/DCON/INAV/FORM due every 12 months
- EP SIM must be accomplished by the end of the calendar month 6 months after NATOPS. If not accomplished IP CANNOT fly.
- Section Upgrade (VT-3)
  1. Lead Section Approach (Same Cockpit Not Required)
  2. Observe Solo Brief and Flight with S-Form IP against a solo

## ATF REVIEW CHECKLIST

Print ATF on **Yellow** Paper for Non-Warm-up UNSAT Event

Print ATF on **Pink** Paper for UNSAT Event that triggers a Progress Check

### GENERAL COMMENTS

- Check flight time: (+/-) .3 from MPTS Hours/X must state reason
- Incomplete, marginal** or **unsat** flights must state reason
- If unsat for airsickness:** must annotate “*Active or Passive AIRSICK,*”
- All Safe for Solo Flights, IP must check box on gradesheet that states, “**Safe for Solo**” or “**Unsafe for Solo**”. If **Unsafe for Solo**, must state reason.
- ‘**XX84**’ (adaptation) flights must state reason, ie. “*ADAPTATION for airsickness*”.
- ‘**XX86**’ (warm-up) flights must state reason: “*Mandatory warm-up for more than 13 days out of aircraft*”
- If performing ATF review in conjunction with ATJ review, ensure ATF has appropriate stamp if stamp is required, ie: SAFE FOR SOLO, WARM UP, SOLO, etc

-Grade applicable SSRs As NG and fill out and ensure you click on SSR icon on top of gradesheet while in TIMS. When clicking on this icon another box appears where all SSRs are located. Put the date and flight of that the applicable SSR was completed

### **MANEUVER GRADES**

-Mandatory Items (+): All must be accomplished up to MIF by EOB.

## **ATF REVIEW CHECKLIST (Continued)**

- Optional Items: If flown student must meet req. proficiency by EOB.
- Landing pattern comments made under items #15-18 for all contact flights.
- Comment required for any item graded below MIF
- Comment required for any item graded (5) excellent. Grade shall be justified in comments as to why the Grade is a “5”
- OLF Winds and Comments for each flap setting landing must be included in general comments

### **REGRESSION/UNSAT criteria (Ref: Regression Rules JPPT I19)**

- Regression rules do not apply to the first simulator or flight block in each stage. Regression is defined as performance below the previous block MIF.
- The student is allowed up to 2 maneuver grades of F/3 where a G/4 is required on previous block MIF, and:
  - The student previously demonstrated G/4 proficiency when a G/4 was required on previous block MIF
  - The maneuver was not flown on a checkride/safe for sole event
  - The IP is satisfied the student is ready to progress to the next event.
- The IP must award an overall UNSAT if:
  - Regression was to a U/2 where F/3 or G/4 is required on previous block MIF or:
  - If performance on the same maneuver for 2 consecutive events resulted in an F/3 where a G/4 is req'd on previous block MIF, or:
  - There was a regression on more than 2 items during one event

### **OVERALL SORTIE GRADES (Ref: JPPT I18-19)**

- PASS:** Prior to End of Block (EOB): Progress is adequate to meet standards by EOB.
- EOB: The student's performance meets or exceeds standards

**-MARGINAL:** EOB and check ride events can not receive a **Marginal**. **Marginal** implies that the student's ability to meet standards by EOB is questionable.

**-UNSAT:** Student demonstrates dangerous tendencies or insufficient progress towards EOB standards

### **INCOMPLETE vs COMPLETE (ref JPPT I21):**

In general IPs should consider an event complete if able to accomplish either all high or all low work.

-Assessment – This assessment shall be used for flight events and warmup events. Assess the event complete if:

- 1.If 75% of events H/X was used for training
- 2.Sufficient events remain in the block to redress the imbalance
- 3.Individual maneuvers can still be accomplished within the block
- 4.Otherwise, assess even incomplete.

### **WARM-UP (86):**

-7-13 day break: 1 Optional Warm-up authorized based on performance.

-Mandatory if overall sortie grade is UNSAT or MARGINAL

-Prohibited if performance meets MIF or first event in stage

-14 days or greater: 1 Mandatory required and 1 Optional authorized based off performance.

- Mandatory event can be completed in OFT, but a flight in the aircraft is required within 4 days – if not then a mandatory flight in aircraft will be conducted

-Greater than 5 day break between safe for solo flights requires additional safe for solo flight

### **SORTIE INFORMATION**

-Ensure student/instructor information is correct and that ATF is signed by instructor.

-Check for weather information

-GRADE/STATUS block should match GENERAL COMMENTS for sortie.



## IPC Requirements

- Failed Checkride
- 3 UNSATS in same block, Tests Included
- RRU
- Failing 2 Exams
- 5 Total UNSATS, Tests Included
- Below 35 NSS at completion of Primary (Navy and Marines)
- OPSO or above directed

## FPC Requirements

- Failed IPC
- Conditions exist for IPC but student already has accomplished an IPC
- Discretion of the CO

## SMS Requirements (Not including warmup flights)

- Generated IPC
- 2 UNSAT's or MARGINAL's in one Block
- 3 UNSAT's or MARGINAL's in one STAGE
- Test Failure Prior to Flightline
- Meets Criteria for IPC/FPC
- 2 UNSAT Test Results in IPC/FPC and SMS
- Officer-Like Qualities Deficient
  - Ensure OLQ students are familiar with R&I pertaining to uniforms to wear and when they will change into and out of flight suits
- Personal issues that impact ability to meet course standards in normal timeline

## ON-WING Change Required (Supplemental ATF Required):

- On-Wing awards UNSAT that results in IPC.
- Board directed

-Student Request

-On-Wing Request

-Co or Higher Directed

## Grading Standardization and Course Training Standards (CTS)

**-First and foremost, you must know and apply CTS to your grading**  
Grade the flight per CTS (located in JPPT).

-Please understand that you should grade the student as you see fit. Just make sure your 2's or 5's with appropriate comments. The comments on the grade sheet are for:

1. The Commadore in review of student performance in attrition process
2. The next IP to fly with the student.

-Grade the appropriate maneuver according to these standards and not carryover from another maneuver. (BAW in procedures, ENG Fail procedures in POWER LOSS, etc.)